

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Emmonak****Project Title:**

Emmonak - Port Project Engineering and Design

State Funding Requested: \$ 516,000**House District: 39 - T**

Future Funding May Be Requested

Brief Project Description:

The project will provide a design and engineering detail for port facilities to serve the commerce and commercial fishery activities of Emmonak and the lower Yukon region.

Funding Plan:**Total Cost of Project: \$688,000**

	<u>Funding Secured</u>		<u>Other Pending Requests</u>		<u>Anticipated Future Need</u>	
	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>
Local Funds	\$47,000	FY 09				
Other	\$125,000	FY 09				
Total	\$172,000					

*Explanation of Other Funds:**Yukon Delta Fisheries Development Association has pledged a \$125,000 contribution for this project.***Detailed Project Description and Justification:**

See attached.

After design is complete, and better estimates for construction are available, the city will request additional funds for construction from the state and other entities.

Project Timeline:

\$688,000 FY 09 Engineering and design of port facilities

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Emmonak

Grant Recipient Contact Information:

Contact Name: Martin Moore, City Manager

Phone Number: (907) 949 1227

Address: P.O. Box 9, Emmonak, Ak 99581

Email:

Has this project been through a public review process at the local level and is it a community priority? ☐ Yes ☒ No

Port of Emmonak
Design & Engineering
Legislative Funding Request

March 2008

PORT OF EMMONAK DESIGN & ENGINEERING REQUEST

1. Currently, vessels bringing cargo to, or carrying cargo from, the Yukon River Delta communities are unable to secure berthing in order to transfer cargo due to the lack of dock infrastructure. The absence of such infrastructure has a direct bearing upon the cost of living in the region which is already extremely high.
2. The City of Emmonak desires to improve their situation and has ranked this project as a high priority. The community submitted a funding application to the Community Development Block Grant (CDBG) program for review. Unfortunately, the grant scored below the award cutoff point and the project was not recommended for funding. Competing projects for limited CDBG funding focused primarily on urgent health care needs.
3. The Port of Emmonak would serve the Yukon River Delta, providing direct benefits to the surrounding communities of Alakanuk, Kotlik & Nunam Iqua. The Department of Commerce & Economic Development (DCED) 2006 census information reports 2,271 residents in the four communities. Additionally, Emmonak serves as the transportation hub for the Lower & Middle Yukon River which includes the communities of Mountain Village, Pitkas Point, St. Mary's, Pilot Station, Marshall, Russian Mission, Holy Cross, Anvik and Grayling. The population of these communities in 2006 is approximately 3,103. Essentially, the regional port project would serve a population of over 5,375 residents and a host of business activity, including commercial fishing and energy fuel shipment.
4. Preliminary cost estimates for the proposed project range from a low of \$7.7 million and a high of \$12.7 million. The lower cost reflects a 250 foot dock face and the higher cost estimate reflects a 400 foot dock face with dolphins and added accoutrements. The estimated cost of design is approximately \$700,000.
5. The Yukon Delta Fisheries Development Association (YDFDA), the regional Community Development Quota (CDQ) entity, has pledged their financial support of \$125,000 to the City of Emmonak for the design & engineering phase. The City of Emmonak is prepared to provide \$47,000 in-kind services and provide the land necessary for the project to develop. The facility would be owned by the City of Emmonak.
6. **Legislative Request: \$516,000**

Contact: Mr. Martin B. Moore
City Manager, Emmonak
907.949.1227 o
907.949.1926 f

CRITERION #1: Project Description & Selection/Citizen Participation Plan
(Maximum Points Available: 15)

A. Project Description

The City of Emmonak proposes to contract for professional services to develop design and engineering documents for construction of a cell dock along the banks of the Kwiguk Pass of the Yukon River, in Emmonak.

Existing conditions are limited. Currently, ocean-going barges or river laden barges must "beach" their vessels while loading, off-loading or transferring cargo, freight or liquid product in Emmonak. This practice is not only risky for commercial operators but poses increased public and environmental risk to the local residents and the waters of the State of Alaska, and eventually, given the proximity to the ocean, the offshore federal waters.

In addition, the Lower Yukon boasts of a burgeoning salmon fishery, small relative to the world renowned Bristol Bay fishery, nonetheless a surprising upcoming prospect in recent years. As this fishery becomes further developed, efficient handling of increased cargo loads between shore and water (or visa versa) will be required for competitive market driven operations. Construction of a dock suitable for this purpose and in support of the developing economy will be critical.

Furthermore, the cost of shipping goods into rural Alaska continues to spiral upward as does the population of the region. Efficient delivery of goods to the region will necessitate safe and secure moorage and upland to accommodate the increased volumes (solid and liquid).

While this grant proposes to fund engineering and design only, at this time, completion of the project will most certainly result in both job retention and new job creation. Given the vital statistics in the Wade Hampton Census District, improvement to the economic conditions in the region is a critical goal for both state & federal governments.

While generally seasonal in nature (due primarily to sub-arctic winter freezing conditions), it is reasonable to presume completion of the construction project will result in at least 200 seasonal jobs being retained (seasonal seafood harvesting & processing) and given the reasonable likelihood of new capital investment, namely a proposed fish processing plant and regional cold storage facility, many of these jobs will continue for longer periods of employment during the summer & potentially fall months as product is processed using a value-added approach.

Additionally, gravel stockpiling and bulk fuel storage potential developments, subsequent to completion of the dock facility, have the potential to add additional, well paying jobs to the region, not to mention reducing costs to residents and future construction projects in the region.

B. Selection Process/Citizen Participation Plan

Public announcement of the November 27, 2007 City Council meeting was posted throughout the community. The public notice indicated that the Council would be discussing the application for the Community Development Block Grant (CDBG) program.

The previously scheduled council meeting convened on time at the location listed on the public announcement. There was a quorum of the council present as well as interested members of the public. The council worked through items outlined on the meeting agenda.

During discussions of the CDBG application, council members discussed the application guidelines, potential qualifying projects and the application timeline. The port project was discussed extensively. Members of the public offered support for the port project and there were no public recommendations of grant application for other than the port project. Following the discussion, a motion was made, seconded and ultimately approved in support of the proposed port application funding proposal. A copy of the approved resolution and copy of city council minutes are included in the Appendix.

Additionally, residents have petitioned the Association of Village Council Presidents (AVCP), the regional non-profit organization for the Yukon-Kuskokwim region, for improved facilities. AVCP identified in their Community Economic Development Strategy Plan, the need to address reliable transportation centers as an integral part to the overall success of economic endeavors. This included the dock and port facility development that benefits regional economic opportunity and reduction of overall transportation costs. It specifically named the City of Emmonak as a major participant in this process.

The State of Alaska Department of Transportation (DOT) Yukon-Kuskokwim Delta Transportation Plan met extensively with residents of the region on transportation priorities. The final approved plan discusses the port needs for communities along the Eastern Bering Sea. Emmonak is clearly identified as a regional hub in need of improved facilities. Recent discussions by the Palin Administration and the Alaska State Legislature regarding North Slope Natural Gas Development bring even greater attention to the potential shipping needs along the Yukon River to transport natural gas product regionally along Alaska's west coast. Development of proper transit facilities at the mouth of the river will be essential for safe operations. Additionally, resource development along the Yukon River drainage in the Interior of Alaska, not otherwise accessible by road, will necessitate river shipment of goods & supplies. Access to a transshipment facility at the mouth of the river will be critical for conduct of safe, efficient operations.

Finally, in response to continued petitions from regional residents, Congress authorized the Denali Commission in 2004 to operate a new program "focusing on docks and development of waterfront projects." The program is intended to assist communities

“without roads to create, replace or repair” port facilities. Residents of the region have long sought for adequate shipping facilities on the Yukon River.

CRITERION #2A & #2B: Project Plan/Readiness
(Maximum Points Available: 25)

A. Describe the community's plan for implementing the proposed project. Include timelines, goals, objectives, and expected outcomes.

Upon award of the grant, the City of Emmonak will prepare a "request for professional services" notice in collaboration with the State of Alaska, Department of Transportation, Northern Region and the State Port Engineer, our City legal counsel, the fishing development companies active in the Lower Yukon, the various ocean and river freighting companies, and other interested parties (i.e. AVEC, Lower Yukon School District, commercial contractors in the region, village and regional Native corporations).

Assuming grant awards are finalized in March 2008, it is reasonable to anticipate that a contract for professional services (including survey, design, geotechnical, permitting and engineering) would be finalized by July 1, 2008. Actual field work could be conducted in the summer of 2008 and final design should be complete by December 31, 2008.

The final product, a professionally developed design document, would allow for bidding and construction of the port facility.

During the design phase, the City of Emmonak, in collaboration with industry partners, would petition the Alaska Legislature, the State of Alaska, the Alaska Congressional Delegation, the Denali Commission, the U.S. Department of Commerce (EDA), the U.S. Department of Housing & Urban Development (CDBG), the U.S. Department of Agriculture (Rural Development) and any other available funding outlet, including private finance partnerships, including CDQ partnerships, and philanthropic funding sources, to secure necessary construction funds to complete the project following design.

Preliminary estimates suggest the project will cost between \$7.7 million and \$12.5 million, depending upon the length of the cell structure and associated structural features such as tie-up dolphins, upland development, lighting, plumbing, etc.

Construction could begin in the summer of 2009 and it is reasonable to expect completion, assuming funding is in hand, by the spring of 2010.

B. Describe what efforts the community has undertaken to ensure the success of the project. Describe how you have organized the community for the project; what project agreements are in place; what resources are dedicated to the project; and what kinds of production market assurances are in place. Have you completed and attached an Operations and Maintenance Budget for Community Development activities?

SEE NARRATIVE ON FOLLOWING PAGE.

B. Describe what efforts the community has undertaken to ensure the success of the project. Describe how you have organized the community for the project; what project agreements are in place; what resources are dedicated to the project; and what kinds of production market assurances are in place. Have you completed and attached an Operations and Maintenance Budget for Community Development activities?

The City of Emmonak has only recently focused on the need for port development at the mouth of the Yukon River. Discussions with freight carriers, fishing companies operating in the region and witnessing the increasing growth in freight volumes has galvanized community leaders to take a pro-active position to improving local conditions.

Recent discussions by political leaders, both at the State and Federal level, suggest the increasing likelihood of natural gas development on the North Slope. In legislation recently enacted by the Alaska State Legislature and approved by Governor Palin, the Alaska Gasline Inducement Act (AGIA) specifically calls for a "take-off" point at the Yukon River crossing. Any product shipped along the Yukon River will likely be transshipped at the Lower mouth to prepare for ocean shipment. Whether product is stored for regional distribution or loaded for export out of the region, Emmonak is a logical location for either type of activity.

Development plans continue to advance on the Donlin Creek mine prospect outside of Crooked Creek on the Kuskokwim River. Numerous related studies suggest the proposed mine could be more readily supplied by shipping cargo up the Yukon River and then transported overland to the mine site. The prospect of added cargo volumes and added vessel traffic warrant consideration of a suitable, safe port facility at the mouth.

While there are no specific "project agreements" in place, the City of Emmonak is working in close collaboration with the Yukon Delta Fisheries Development Association (YDFDA), the regional Community Development Quota (CDQ) entity. YDFDA is actively studying the feasibility of investing in a fishing processing facility and regional cold storage in Emmonak. Access to a port facility will be an integral component to that analysis. Recognizing YDFDA's investment consideration and having suitable available lands, the City of Emmonak expressed a desire to pursue a port development project.

Following award of this grant application, the City of Emmonak would establish working agreements with all related entities to ensure proper planning and lasting operating arrangements suitable to both the City and potential user interests. The City would contact the Alaska Harbor Association and begin the process of adopting proper operating guidelines and tariffs to professional conduct future port activity assuring operating and depreciation costs are provided through usage of the facility. More detailed information regarding operations (i.e. costs, tariffs, agreements, enterprise fund accounting, etc. would be submitted once the City begins applying for construction funding and operation costs are better projected in the design process). The City is committed to a professional operation from the outset.

During the design phase, the City will offer any resources or equipment that may be helpful to the engineering effort to reduce cost and increase the productivity of professionals conducting the field work (this includes housing, vehicles, drill equipment, vessels, or casual laborers, if necessary).

C. Identify major project activities and dates for completion of those activities:

Project Start Date: April 1, 2008

Project Completion Date: December 31, 2008

Activity	Date to be Completed
<u>Contract for professional services finalized</u>	<u>July 1, 2008</u>
<u>Field Work</u>	<u>August 31, 2008</u>
<u>Final Design</u>	<u>December 31, 2008</u>
<u> </u>	<u> </u>

D. Indicate whether you have the following:

- | | | | |
|------------------------------------------------------------------------------------|------------------------------|-----------------------------|-----------------------------------------|
| 1. Final Plan Documents (Building/Design) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| 2. State Fire Marshal Approval of Plans | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| 3. Compliance with Grant Recipient Manual
(on building construction/renovation) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| 4. Other Required Permits (See Appendix G) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| 5. Cooperative/Joint Agreements (See Appendix E & F) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |

E. Identify other State/Federal/Public agencies involved with this project:

<u>Yukon Delta Fisheries Development Assoc.</u>	<u>State of Alaska - Dept. of Transportation</u>
Name of Agency	Name of Agency
<u>Ragnar Alstrom or Designee</u>	<u>Northern Region Transportation Planner</u>
Contact Person	Contact Person & State Harbor Engineer
<u>Joint Use & Finance</u>	<u>Coordination of Planning</u>
Reason for Involvement	Reason for Involvement
<u>Denali Commission</u>	<u>State of Alaska - DCCED</u>
Name of Agency	Name of Agency
<u>Mike McKinnon</u>	<u>Regional Planner</u>
Contact Person	Contact Person
<u>Potential Funding & Collaboration</u>	<u>Coordination & Funding Assistance</u>
Reason for Involvement	Reason for Involvement

F. Site Control: If the proposed project involves the use of real property you must provide evidence in the form of a deed, lease, or easement showing that the community has obtained an enforceable right to use that parcel of land or facility.

a. Provide the legal description of the property:

TRACT A, U.S. SURVEY NO. 4402
EMMONAK TOWNSITE
PAT. 50-74-0058

b. Attach a map which identifies the property. Map attached? ☒ Yes ☐ No

c. Check which document you have that proves ownership or your legal right to use the property.

<input checked="" type="checkbox"/> Deed:	Have you attached a copy?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<input type="checkbox"/> Lease:	Have you attached a copy?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<input type="checkbox"/> Easement:	Have you attached a copy?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

d. If you do not have one of the above documents, what steps do you need to take in order to obtain the right to use the property? For example, do you need to purchase the land? ... negotiate and execute a lease with some entity? ... finalize ANCSA 14(c)(3) reconveyance? Please explain the situation as you know it and your anticipated timeframe to prove site control.

e. Have you contacted your DCCED Regional Office and asked for assistance with site control?

☐ Yes ☒ No
N/A at this time.

G. Environmental Review: Every successful applicant for CDBG grant funds must obtain appropriate environmental clearances for their proposed activity, as required by the federal regulations which accompany expenditure of any federal funds. The Department will make a determination regarding the environmental requirements of each project and notify each grantee about appropriate procedures after notification of award. Please indicate that you are aware of this requirement.

☐ Yes ☒ No
N/A at this time.

CRITERION #3A: Project Impact
(Maximum Points Available: 25)

A. Identify the benefits to the community which will result from the project, especially those which provide a direct benefit to low and moderate income residents. Describe how the needs of local low and moderate income residents will be met with this project.

68% of the population of Emmonak are low-to-moderate income. The neighboring communities reflect even more gruesome statistics; Nunam Iqua – 84.6%, Kotlik – 73.4% and Alakanuk – 86.6%. (Data from CDBG packet, Appendix B3 – LMI Tables)

The entire Wade Hampton Census District, Emmonak being within this reporting district, is a most impoverished district, not only here in Alaska, but throughout the entire United States. Fifty years after statehood, private sector investment in the region remains virtually negligible. Job opportunities are woefully scarce. In order to survive, residents depend as much upon subsistence harvesting as they do on the seasonal employment available in the region, i.e. fishing, fire-fighting, seasonal construction, etc.

Even those fortunate enough to secure year round employment still struggle with exorbitant costs of living. Fuel, electrical, transportation, food and clothing costs are some of the highest in Alaska, and therefore, the nation.

Design and ultimately construction of a port facility will go along ways toward reducing these costs, although given the remoteness of the region, it is inaccurate to suggest costs will be dramatically reduced. While costs should come down measurably, the construction of a port facility will yield additional employment opportunities.

Increased efficiency of shipment will lower operating costs to the fishery processing industry thereby allowing further value-added processing, resulting in longer employment terms for plant employees. Higher value product will yield greater returns for the independent fish harvesters.

A properly developed port facility will encourage more use by commercial operators. Suitable upland acreage will encourage container over-winter storage, additional trans-shipment activity, gravel storage for future construction projects and perhaps bulk fuel storage facilities which would likely result in more regional capacity, thereby improving the economies of scale and potentially reducing costs for residents and small businesses.

All incremental investment and employment activity will naturally have a positive impact upon employment opportunities for local residents.

Besides economic impacts, the completion of the port project will result in a reduced public safety and environmental health risk through improved operations. Current practice with respect to cargo offloading operations, unfortunately sometimes perceived

as commonplace throughout rural Alaska, does not reflect standards practiced elsewhere in the State or nation. Design and construction of a modern, safe port facility in Emmonak, serving the entire Yukon Delta, will greatly enhance cargo and petroleum transfer practices in the region.

While the grant application proposes to fund "design" only, port facilities along Alaska's western coast suggest operations are cost effective when run professionally. The City of Emmonak will coordinate activities with neighboring community port operations (Naknek, Dillingham, Bethel and Nome) for "best practices" guidance.

Ultimate construction of the port project will assist a most impoverished area of Alaska to finally begin to develop a regional, diversified economy to better serve the growing population on the delta.

CRITERION #3B: Narrative

Below is a list of possible ways in which a project....

1. Contributes to solving public facility problems by constructing, upgrading, or reducing operational costs of essential community services.

Currently there are no dock facilities on the Lower Yukon Delta. Transfer cargo to and from the region must occur without the benefit of a safe, efficient port operation. Completion of the design, and ultimately construction, will modernize shipping operations in the region and will directly reduce lightering operations. Public health and environmental safety risks will be measurably reduced. As populations in the region increase, it is essential that efforts to reduce the already staggering cost of living be implemented.

2. Eliminates imminent threats to public health/safety.

Design and ultimate construction of a port facility in Emmonak will greatly reduce existing public health & safety risks associated with current cargo transfer operations. Both solid and liquid cargo transfers occur in less than optimal conditions considering no proper facilities are available for the commercial shippers, fishing businesses and the general public. Rupture to barges hulls, oil spills, personal injury accidents or risks to property are all potential events that would be greatly reduced with proper facilities to operate from. Continued exposure to public and environmental threats could have very expensive consequences for local residents, the State of Alaska and the federal government given the proximity to the river and ocean waters. The community of Emmonak wishes to move forward on this front and reduce the background risk levels under status quo operations.

3. Develops infrastructure for community/economic development.

Design and ultimately construction of a port facility in Emmonak will result in direct improvements to the local infrastructure. Currently there is no port facility for commercial shipping operations. Completion of the project will greatly assist the current commercial activity in the region (cargo and fishing operations) plus is likely to attract additional capital investment to the region. The Wade Hampton Census District is one of America's most impoverished census district and sorely in need of capital investment. Completion of the port project will provide

4. Promotes self-sufficiency and diversification.

Design and ultimate construction of a port facility in Emmonak will have a significant impact on establishing self sufficiency and diversification for the community of Emmonak and surrounding delta communities. Permanent, modern and safe facilities will be recognized by the private sector as an "open for

business" announcement in an otherwise impoverished region. Currently fishing companies are conducting feasibility analysis for processing plant investment. Completion of both the port and the fishery development and cold storage facility would do much to create a diversified private sector employment component. Freight companies will also recognize the investments and consider opportunities for their businesses centering on or around the port project. Energy & mining companies involved in planning resource development offshore or up river will make calculations based upon whether suitable port facilities exist at the mouth of the Yukon River. A completed facility will add greatly to their analysis with investment decisions likely to have direct benefit to the region's residents. Management of the port operations by the City of Emmonak will also develop entrepreneur qualities within the city government, adding to their self-sufficiency and diversification.

5. Attracts other funds and resources to the community.

Completion of the port project in Emmonak will have direct bearing on further transportation and fishery development investment in the region. Likely prospects include additional investment at the port by commercial transportation shipping companies, fishery development investment, energy related investments (bulk fuel storage facilities and energy generation facilities), consolidated warehousing for regional distribution (dry goods, etc.) and equipment repair facilities (including boat & engine repairs).

6. Promotes long-term positive solutions to continuing or reoccurring problems.

Investment in a professionally designed, safe port project will have significant long term impacts upon the economic outlook of the Lower Yukon River Delta. Currently, the depressed economic conditions of the region are the greatest impediment to growth in the region. Construction of a port project will greatly assist in the smooth, efficient transfer of cargo to and from the region. As activity increases due to increased population demand and increased resource development, companies will conclude that Emmonak represents the "hub" for the region and make investment decisions accordingly. This added activity will have a direct impact toward breaking the cycle of poverty currently plaguing the region.

7. Promotes small business development in the community

Properly planned, the port design will accommodate small business development in and around the facility. Most certainly, fishery development activity will be greatly enhanced. Value-added processing investments will have direct impacts to the countless independent fishermen through improved fish prices. Additionally, value added processing will require more processing which improves overall wages for processing employees. This translates positively to improved overall wages in region. Cargo handling activity will also be increased

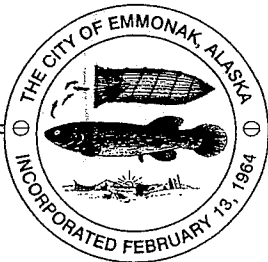
with added potential for trans-shipment cargo handling, value-added (housing construction at the port site, assembly activity, staging for projects in the region and increased demand for local employment to accommodate such activity). Bulk fuel or natural gas distribution will offer further business development activity in the community and for residents of the neighboring communities. City ownership of the completed facility assures the public that access to activity in and around the port will be open for access, quite the contrary for a privately owned facility, further promoting small business development in the community.

8. Utilizes an “underutilized work force.”

Given the staggering chronic unemployment in the community (and entire Wade Hampton Census District), ultimate construction of the port facility will have significant direct impacts upon the local work force. Ownership of the facility by the City of Emmonak will ensure that the “underutilized work force” be incorporated in the construction project.

9. Utilizes “underutilized capital resources.”

The proposed grant application is matched with funds from the regional Community Development Quota (CDQ) program. While not entirely considered an “underutilized capital resource”, it does reflect collaboration between the community and a new funding partnership. The investment by YDFDA in this project reflects a commitment by the regional entity to improve conditions within the region, something very few resource development entities have chosen to do over the past 50 years of statehood. In this context, the YDFDA funds do represent utilization of an “underutilized capital resource.”



City of Emmonak

P.O. Box 9, Emmonak, Alaska 99581
(907) 949-1227 • (907) 949-1249 • Fax (907) 949-1926
email: emkcity@unicom-alaska.com

Authority to Participate

Resolution Number 07-09

A RESOLUTION of the (Council) City of Emmonak

Authorizing participation in the Community Development Block Grant Program

WHEREAS, The Council of the City of Emmonak wishes to provide a (project) Emmonak Port Facilities Development/ and for use in the community; and Provide for engineering component of the project

WHEREAS, this entity is an applicant for a grant in the amount of \$ 850,000.00 from the Alaska Department of Commerce, Community and Economic Development (hereinafter "Department"), under the CDBG program;

NOW, THEREFORE, BE IT RESOLVED THAT the City Manager Martin B. Moore Sr. of the City of Emmonak is hereby authorized to negotiate and execute any and all documents required for granting and managing funds on behalf of this organization.

The City Manager Martin B. Moore Sr. is also authorized to execute subsequent amendments to said grant agreement to provide for adjustments to the project and that the Final Design and all components of the Port Facility are approved by the City Council.

PASSED AND APPROVED BY THE City Council
On 11-27, 2007.

IN WITNESS THERETO:

By: Jacob D. Redfox
Signature Jacob D. Redfox

Mayor, City of Emmonak

Attest: Maxine J. Agathluk
Signature Maxine J. Agathluk

Acting City Clerk, City of Emmonak

By: Edward Andrews
Signature Edward Andrews

Vice-Mayor, City of Emmonak

Attest: Maxine J. Agathluk
Signature Maxine J. Agathluk

Acting City Clerk, City of Emmonak

**RESOLUTION NUMBER 2007- 08 OF
YUKON DELTA FISHERIES DEVELOPMENT ASSOCIATION**

At a meeting of the Board of Directors ("Board") of Yukon Delta Fisheries Development Association ("YDFDA") on December 9, 2007, where at all times a quorum was present and voting, a majority of the whole Board approved the following Resolution:

WHEREAS: after a presentation by the administration regarding the Community Development Block Grant by the City of Emmonak for the purpose of applying for a grant from the State of Alaska to contract for design and engineering documents for the construction of a dock along the banks of the Kwiguk Pass at Emmonak for a total amount of \$516,000, for which the City of Emmonak requests a cash match from YDFDA in an amount up to \$125,000, and

WHEREAS: after the Board has fully reviewed Resolution 2007-1 which established YDFDA's in-region investment policy to guide Board decisions when making in-region economic development funding decisions,


NOW THEREFORE, it is hereby resolved that YDFDA approves the expenditure of up to \$125,000 as matching funds for the City of Emmonak's Community Development Block Grant application to be made when required by the City of Emmonak.

Voting For 13, Voting No 13, absent 0.

DATED: December 09, 2007.

**YUKON DELTA FISHERIES
DEVELOPMENT ASSOCIATION**


Chairman


Secretary

DOCK OPTION D	
500' DOCK FACE W/ DOLPHIN	
1. SITE MOBILIZATION AND DEMOBILIZATION	\$1,000,000
2. SHEET PILE DOCK CONSTRUCTION INCLUDES ALL FABRICATION, SHIPPING ALL MATERIALS TO SITE, INSTALLATION OF ALL SHEET PILE FACE BEAM, REMOVABLE SAFETY LADDERS, BULLRAIL, ANODES, FENDERING, AND ARMOR ROCK RELOCATION	\$3,201,000
3. GRAVEL FILL - 34,000 CY @ \$150/CY	\$5,100,000
4. HIGH MAST LIGHTING	\$250,000
5. BREASTING DOLPHIN	\$250,000
6. ENGINEERING INCLUDES PERMITTING, SURVEY, GEOTECH, ENGINEERING, AND CONSTRUCTION ADMINISTRATION	\$688,000
7. 20% CONTINGENCY	\$1,061,000
TOTAL PROJECT COST	\$12,450,000

- TOTAL PROJECT COST \$12,450,000**

NOTE:
BATHYMETRY SHOWN IS METRIC AND TAKEN
FROM THE "EMMONAK EMERGENCY STREAMBANK
PROTECTION-POST CONSTRUCTION SURVEY"
DRAWING, DATED NOVEMBER 1999.

PND Engineers, Inc. (PND) is not responsible for safety programs, methods or procedures of operation, or the construction of the design shown on these drawings. Where specifications are general or not called out, the specifications that conform to standards of industry. Drawings are for use on the project only and are not intended for reuse without written approval from PND. Drawings are also not to be used in any manner that PND may not have authorized. PND is not responsible for PND.

P | N | D
ENGINEERS, INC.

**CONCEPTUAL SITE PLAN
OPTION D**

DESIGNED BY:	JMP/RJ	DATE:	10/10/07
CHECKED BY:	RJ	PROJECT NO:	071006

FY2009 Capital Budget Guidelines (Palin Administration – February 8, 2008 Instructions)

1. Project Name: Port of Emmonak – Design & Engineering Project
2. Project Location: Emmonak, Alaska (Yukon River Delta) – House District 39
3. Project Description: Design & Engineering of a Dock Facility on the Kwiguk Pass of the Yukon River in the Community of Emmonak
4. Amount of Funding Request: \$516,000
5. Total Funding to Complete the Project: Total Cost of Completed Project is estimated at \$7.7 million, including the cost of design.
6. Number of Years to Complete the Project: Design of the Project, if funded in the FY2009 Capital Budget, is expected to be complete within one year. Construction of the project would be expected to be complete within 2 years of completion of design.
7. Matching Funds Available/Sources: \$125,000 has been pledged from the Yukon Delta Fisheries Development Association (YDFDA) for Completion of the Design & Engineering component. Funding for the Construction component is expected to come through a variety of sources including, but not limited to the Denali Commission, Federal Resources, the YDFDA CDQ group and local resources.
8. Previous State Appropriations: There are no previous state appropriations.
9. Funds in the Governor's Proposed FY2009 Budget: There is not an appropriation request in the Governor's Proposed FY2009 Budget
10. Federal Funds Requested: There are no federal funds being sought at this time nor have federal funds been previously appropriated.

11. Local Support: The City of Emmonak has passed a resolution ranking this as a priority and a resolution (07-09) is in the back up material accompanying the project request.
12. Responsible Entity: The City of Emmonak will be responsible for administering the project and the project will be owned and operated by the City of Emmonak.
13. Legislator Submitting the Request: Senator Olson, Representative Foster
14. Project Contact Information: Mr. Martin B. Moore, City Manager, City of Emmonak, POB 9, Emmonak, AK. 99581
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